



VESSELS TO AND FROM THE ISLANDS

[Special Cable to Merchants' Exchange]

Thursday, July 10.
KAHULUI—Sailed, July 7, S. S. Santa Rita for Port San Luis.
SAN FRANCISCO—Sailed, July 9, Schooner Honolulu, for Hana, Maui.
PUGET SOUND—Sailed, July 9, Schooner Helene for Honolulu.
Arrived, July 10, Schooner A. F. Coats, from Hilo June 23.
NOYO—Arrived, July 9, J. J. Beachy, from Honolulu June 30.
YOKOHAMA—Arrived, July 9, S. S. China, from Honolulu June 28.
VANCOUVER—Sailed, July 9, S. S. Marana, for Honolulu.

and seven thousand tons coal has been placed on the berth to depart from Newcastle for Honolulu by the last of July.
The coal will serve to replenish the store now held at the Inter-Island bunkers.

Now Awaiting the New Zealand.

Now awaiting the arrival of the New Zealand, the new British battleship, the collier Glenartney rides at anchor at quarantine and will not come inside the harbor until the war vessel enters and comes to a wharf. Seven thousand tons of the finest Cardiff steaming coal is aboard the Glenartney. The vessel is making a maiden voyage to this part of the Pacific. Having been in commission less than eighteen months the Glenartney is a fine type of steamer. But two thousand tons of coal is to be transferred to the New Zealand while here. The Glenartney is to proceed the battleship to Vancouver and thence to the South American coast.

Hampstead Makes Long Stay.

The British steamship Hampstead, which arrived here the latter part of June with a large consignment of phosphate rock from Makalea island is still here and being discharged at a slow rate of speed. The vessel is expected to get away for the south seas by the latter part of the week. If satisfactory arrangements can be completed by that time.

Returned from Kona Coast.

The Inter-Island steamer Waiilele is back from a tour of Hawaii, bringing 3700 sacks of sugar, 100 bales of hides and quantities of sundries. The vessel met with fine weather on the homeward voyage. The officers report 4200 sacks of sugar awaiting shipment at Honolulu. One thousand sacks of the commodity were left behind at Kukuiahae.

Alaskan Sailed from Hilo.

A wireless message received here today states that the American-Hawaiian freighter Alaskan sailed from Hilo for Salina Cruz yesterday afternoon taking twelve thousand tons of sugar and shipments of preserved pineapples aggregating 16,000 cases. This vessel was supplied with cargo at several island ports.

Kauai Sugar Report.

Sugar awaiting shipment on Kauai includes the following, according to report that has reached this city with the arrival of the steamer W. G. Hall: G. & R. 1800, K. P. 16,820, H. S. Co. 12,518, McB 36,241, L. P. 13,740, G. F. 7800.

PASSENGERS ARRIVED

Per stmr. Claudine, from Maui, July 10.—C. O. Hotel, Mrs. Jaa, Kahala, D. Galang, D. C. Manu, J. Kanahala, Wm. Haia, Mrs. W. P. Deas, Miss R. Kaun, Harold Godfrey, Miss K. Graves, T. Hasegawa, J. R. Brune, Mrs. I. Awa, J. Carvalho, P. O'Rourke, A. Walsh, H. Wade, A. Murphy, Miss Weisener, Miss Gustine, Miss C. L. Turner, Mrs. E. H. Parker, Miss A. Sun, Mrs. D. Hurst, W. Hurst, L. Hurst, M. Hurst, H. Y. Chuck, Ah Loy, Miss Ah Loy, C. Cabral, E. Borba, W. J. Forbes, Mrs. J. Little, Mrs. J. E. Gannon, C. J. Schoening, Miss W. Slim, W. G. Lett, J. Holmberg, 66 deck.

HYADES HAD CLOSE CALL

Matson Steamer Narrowly Escaped Collision During Fog

Narrowly escaping a collision with the San Francisco lightship during a heavy fog, the Matson Navigation steamer Hyades, now on the way down to Honolulu and the island ports and due to arrive here on July 15th, is said to have had a rather close call. When Captain Youngren was still twenty-four hours away from his destination the fog closed in and obscured everything. Although the skipper had not slept for many hours he was compelled to remain on the bridge all of one night and the following morning until he had made a safe anchorage off Meigs wharf.

As the vessel was bearing near the harbor entrance a sharp lookout was kept for the lightship. The Hyades was on the windward side of the lightship and the siren could not be heard through the fog, until the two vessels were abreast.

Logan a Sunday Arrival

The prediction is now made that the United States army transport Logan will arrive from San Francisco on Sunday morning. This vessel is to take on six hundred tons of coal before proceeding to Manila by the way of Guam. The Logan may reach quarantine late Saturday afternoon or evening but it is believed that the troops will not be brought to a berth before Sunday morning.

ANTIPODES WILL SHIP MUCH COAL HERE

Twelve thousand tons coal from Australia, is destined to reach Honolulu by the middle part of August, according to advices now received at the Inter-Island Steam Navigation Company.
A cable has been received to the effect that the British freighter Cape Finisterre, with at least six thousand tons fuel is expected to sail from Newcastle, N. S. W. by July 15. This vessel should cover the distance to the islands in about twenty-two days. The Manningtree, a British freighter capable of bringing between six

KING OF SPAIN GIVES AID TO WRITER

[By Latest Mail]

LONDON LONDON.—Mrs. Tryphon Bates Batcheller, who, with her husband, has arrived at the Hyde Park hotel for a stay of several weeks, is busily engaged upon the proofs of a new book on Spain, which includes specially presented autographed photographs of the king and queen of Spain and pictures of many unphotographed masterpieces obtained by royal influence and likely to throw light on many aspects of Spanish life but little known in America.

"I want to show Americans that Spain is not merely a country of fanatics and castanets," Mrs. Batcheller told a correspondent.

Prince Henry of Bavaria entertained the Batchellers at lunch on the day after their arrival, and Mrs. Batcheller has been received in audience by the Princess Beatrice and former Queen Amelia at Richmond. Both are greatly interested in the forthcoming book.

Mrs. Batcheller expects to sing for the League of Mercy during her stay here, afterward leaving on an automobile tour of Austria before beginning work on a new book on side lights in England.

AMERICANS IN THE CAPITALS OF EUROPE

[By Latest Mail]

LONDON.—Americans are taking the lead in entertaining in London this week. The ball given by Lady Maxwell for her debutante daughter, Miss Phyllis Maxwell, was a great success. It was really a housewarming, as Lady Maxwell has only just entered into possession of No. 7 Grosvenor place. She is the daughter of Mrs. Boyngs of California, a sister of Lady Deerpark.

Mrs. John Astor is to give a series of small and very exclusive dinners next month. Hon. Mrs. Cecil Bingham is now seen everywhere with Mrs. George Keppel.

The ball given by Lady Naylor Leyland (nee Chamberlain) was the chief private function of the week. Hyde Park house was splendidly decorated and there were five royalties present.

Lady Lowther, the American wife of the British ambassador at Constantinople, is expected here in about a week.

Mrs. Ronalds made her first appearance in public after her long illness and received warm greetings from everyone at the "command" performance at the opera house.

At the Carlton hotel only those who booked reservations for the summer were able to get in. The arrivals included Mr. and Mrs. McManus, Mr. and Mrs. E. T. Stotesbury, Mr. and Mrs. J. Sinclair Armstrong and Miss Armstrong, Mr. and Mrs. J. Charles Welsh and Miss Welsh and Mr. and Mrs. Snow.

At the Savoy hotel the arrivals included, Gatti Casazza of New York and J. Daiber, P. A. Starch and family, Mr. and Mrs. A. Stuch, Mrs. Douglas Smith and J. M. Dickinson, all of Chicago; among others there are F. W. Ludwig of Milwaukee, W. S. Miller of Cleveland, Captain W. E. English of Indianapolis and A. H. G. Palmer of San Francisco.

At the Hotel Cecil registrations include Mr. and Mrs. George L. Fisher of San Francisco.

Mr. and Mrs. G. M. Henderson of San Francisco are among those registered at other London hostilities.

ROME

Rome.—Miss Cathleen O'Donnell, daughter of former Congressman O'Donnell of Michigan, has left to go to a sanitarium in Switzerland. It is announced privately that her marriage to a St. Louisan has been postponed.

Among those landing at Naples as tourists in the past week was Mrs. Theodore Roosevelt.

NAPLES

NAPLES.—Streams of suffragettes who were at Buda Pest are scattering throughout Europe. Mrs. Clara Colby, Jane Addams, Dr. Anna Shaw and her party were all there this week. Prof. Marion Whitney of Vassar has also departed.

Mr. and Mrs. Joseph Birsen of Chicago are at the Bristol.

Consul General Charles Dent will sail July 7.

BERLIN

BERLIN.—At the Adlon hotel are Isaac Guggenheim of New York and Sidney Ehrman of San Francisco.

At the Esplanade are Mrs. A. D. Anderson, Mrs. V. B. Gallaudet, John R. Ainsley, Mr. and Mrs. Joseph N. Beyer, E. M. Rudolf, Mrs. H. B. Koch, Mr. and Mrs. W. E. Laurer, Akron Williams and Miss Gertrude White of Chicago.

WAS RELIGIOUS CRANK NOT A SUFFRAGETTE

[By Latest Mail]

ASCOT, England.—There was a slight improvement today in the condition of Harold Hewitt, the man who was injured yesterday when he interfered with the race for the Ascot Gold Cup and was knocked down by August Belmont's horse Tracery. He partly recovered consciousness

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and after a short period slept calmly.

According to the Ascot police, Hewitt was not connected with the suffragists, and was of sound mind, of a type peculiarly liable to be carried away by the initiative impulse.

Hewitt is about fifty years of age. He is a cultured man, having been educated at Harrow and Cambridge, and is possessed of independent means. He had, however, shown evidences of religious mania. A Bible was found on him, the fly leaves of which were full of quotations, and also a diary, in which the last entry was made a few hours before his mad act. It was: "Oh, the weariness of these races. If I fail in my intention to stop the Gold Cup I hope I shall not hurt any of those jockeys. These races bring out all that is worst in humanity."

In another entry he refers to his intention "to give my body as a protest against society convention." Save for some bruises, Whalley, the jockey, who was thrown from his horse, Tracery, by the mad act of Hewitt, was uninjured, and when the king, a witness of the event, sent for him he walked stiffly to the royal box to receive congratulations on his escape.

Whalley did his best to divert the horse's course, but failed. Tracery, straining the man full in the chest with his shoulder, sent him flying several yards and came down on his nose. Whalley shot clear out of the saddle, but, being adept at taking a fall, fell on his back and rolled to safety under the rails.

In the meantime, the other horses came thundering on, one of them giving the author of all the trouble, who lay sprawling, a terrible kick on the head in passing.

PASSENGERS BOOKED

Per stmr. Mauna Kea, for Hilo and way ports, July 12.—Mr. and Mrs. Wm. Reuter, Misses Fauvillia, J. B. Garneau, N. Whittemore, F. W. Wichman, R. McCarriston, J. M. Ross, Mrs. G. C. Hofgaard, C. B. Hall, Mrs. E. R. Machuta, Miss S. S. Sells, Mrs. E. F. Low, Miss Jamieson, Mrs. R. B. Lee, Miss F. M. Lee, Miss D. M. Stone, Mrs. A. T. Spence, Miss H. A. Goodbourn, Miss B. Sherman, Mr. and

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SHIP'S OFFICERS ARE SUSPENDED

Wreck of Steamer Riverside Results in Penalties Covering a Year

A three months' revocation of license for Captain John Dahlquist and a similar penalty covering a full year for Third Officer Carl Lundquist was the decision reached by United States Inspectors of Hulls and Boilers J. Guthrie and J. P. Dolan at San Francisco after the investigation and trial covering the total wreck of the steamer Riverside, which struck on Blunt's reef, off Cape Mendocino, some weeks ago and went to the bottom a few hours later.

After the preliminary investigation Captain Dahlquist was charged with negligence, and his third officer, who was on the bridge when the vessel struck, was charged with both negligence and unskillfulness. At the trial both officers were closely questioned by the inspectors, and a subsequent review of the testimony resulted in the verdict which will temporarily deprive them of their licenses.

The Riverside, a lumber steamer owned by the Charles Nelson Company and valued at \$240,000, struck Blunt's reef at 3:40 o'clock Saturday morning, while Captain Dahlquist was asleep in his berth and Third Officer Lundquist was on the bridge. The vessel filled rapidly and sank at 10 o'clock the same morning. In the meantime the crew had taken to the lifeboats and were picked up by the tug Relief of Eureka. There were no injuries or fatalities, but the vessel, with a cargo of lumber valued at \$25,000, was a total loss, except for a comparatively small amount of insurance.

At the trial before the inspectors, Third Officer Lundquist testified that he had received instructions from the captain to wake up the latter when the Blunt's reef light became visible. He said he had not seen the light until after the vessel struck, although he admitted that shortly before the accident he had been able to see a distance of twenty miles.

BIG LINER DE LUXE AWAITS CANAL

Following the completion of the Panama canal next year the most palatial vessel ever launched for commercial purposes is to pass through, bringing the directors of the East Asiatic Company to San Francisco.

This vessel will be the Florida, which is equipped with the Diesel engine, the recent invention that made possible the "motor ship" now revolutionizing world steamship business.

The following managing directors will be on board: H. N. Andersen, H. Schiedt, J. Madsen Myrdal and Christian Schmiegelow.

The Florida is under construction at the Copenhagen shipyards and will be provided with limited passenger accommodations, excelling in magnificence those any steamship afloat.

Dix Off for the Philippines.

The last of five hundred head of horses and mules were escorted aboard the equine liner Dix by a corps of chambermaids this morning and the gallant vessel flying the colors of Uncle Sam, headed for the open sea and the Philippine islands. The Dix remained here some days pending the discharge of a large quantity of quartermaster supplies for the local department. The animals were given a much-needed rest by being sent to the U. S. government corral while the Dix remained at the port. The vessel sailed shortly after eleven o'clock this morning and will pay a call at Guam before proceeding to Manila.

Claudine Brought the Racers.

Seven high steppers, which participated in the race meeting at Kahului, were included in the consignment of livestock brought to the port this morning in the Inter-Island steamer Claudine. The vessel returned with a large list of passengers, including a party of spectators and attendants at the race meeting. The Claudine met with fine weather. The cargo included a quantity of empty bottles, 50 sacks of charcoal, 20 sacks of potatoes, 92 sacks of taro, 60 head of hogs, consignments of chickens, ducks and poultry.

Sonoma Departs at Six O'Clock.

The Oceanic liner Sonoma is announced to sail for San Francisco at six o'clock Friday evening, July 11. Seventy-five passengers have been booked for the coast at the agency of C. Brewer & Company. The vessel is predicted to arrive from Australia at an early hour tomorrow morning.

MOTOR VESSEL FOR THE COAST

Siam Will Visit San Francisco and Other Pacific Points Very Soon

The announcement that the East Asiatic Company of Copenhagen, which has been operating a service between Europe and the Pacific coast, will shortly send out the Siam, one of its new motor-propelled ships, has attracted much attention in the shipping world. The Siam has been placed on berth at Antwerp for August and September loading for San Francisco and other North Pacific ports.

That the motor ship has proved a great success is brought out in a comprehensive report issued by the company, copies of which have been received here. Some interesting information is given concerning the operation of the two motor-driven ships Selandia and Jutlandia, which went into service a few months ago.

In the past the weight of fuel per day consumed by the Diesel engine ship has been reckoned at about 25 per cent that of the steam vessel. The Selandia and Jutlandia in the early months of their operation consumed about nine tons of oil per day, as compared with forty tons of coal necessary for the same power in steam vessels. Later still further economy was shown and now these vessels are taking but eight tons of oil per twenty-four hours.

The East Asiatic Company has at present seven motor vessels in operation or on order fitted with twin screw Burmeister and Wain Diesel engines, the installations ranging from 250 horse-power to 4100 horse-power. Two of these ships are being built and engineered on the Clyde, while the other will be turned out at Copenhagen.

SAILOR FINDS HONOLULU VERY UNSOCIABLE

Charles Doherty claimed to be a sailorman and in search of a ship, but according to the statements from several police officers, attempted to make King street bridge his abode, with the result that he awoke this morning to find himself an inmate of the city and county bastille, with a charge of intoxication following his name.

"I can't get a square deal in this town, your honor," dramatically declared Doherty when taken before Judge Monarrat.

"Every time I go out on the street and become somatic, there is a waiting cop ready to lug me off to the cooler. It is becoming very monotonous and tiresome."

Doherty attempted to persuade the court that were he given opportunity to leave these coral-strewn shores, he would do so by the very first boat. At this juncture an officer stepped up to Prosecuting Attorney Chillingworth and reminded that official that the defendant had appeared time and again at police court matinees on a similar charge and in each instance he offered the same old hackneyed excuse.

Doherty was finally sent below, to await the first ship to leave Honolulu for the coast. He lays claim to being just the man for splicing the main brace and responding to the cheerful bo'sun's pipe.

The defendant is said to have had a narrow escape from tumbling off King street into the murky waters of Nuuanu stream.

Johnson's Third Farewell.

Captain Peter Johnson is actually leaving the Matson Navigation liner Wilhelmina upon arrival at San Francisco, July 22, at any rate that is what the genial skipper and well-known ebriar raises his good right hand and deposes.

Captain Johnson must hasten to the east coast of the United States where the new Matsonia is nearing completion. He has been delegated by Captain Matson to stay with the construction work and then assume command of the latest addition to the Matson line in the trip around to the Pacific by the way of the straits of Magellan.

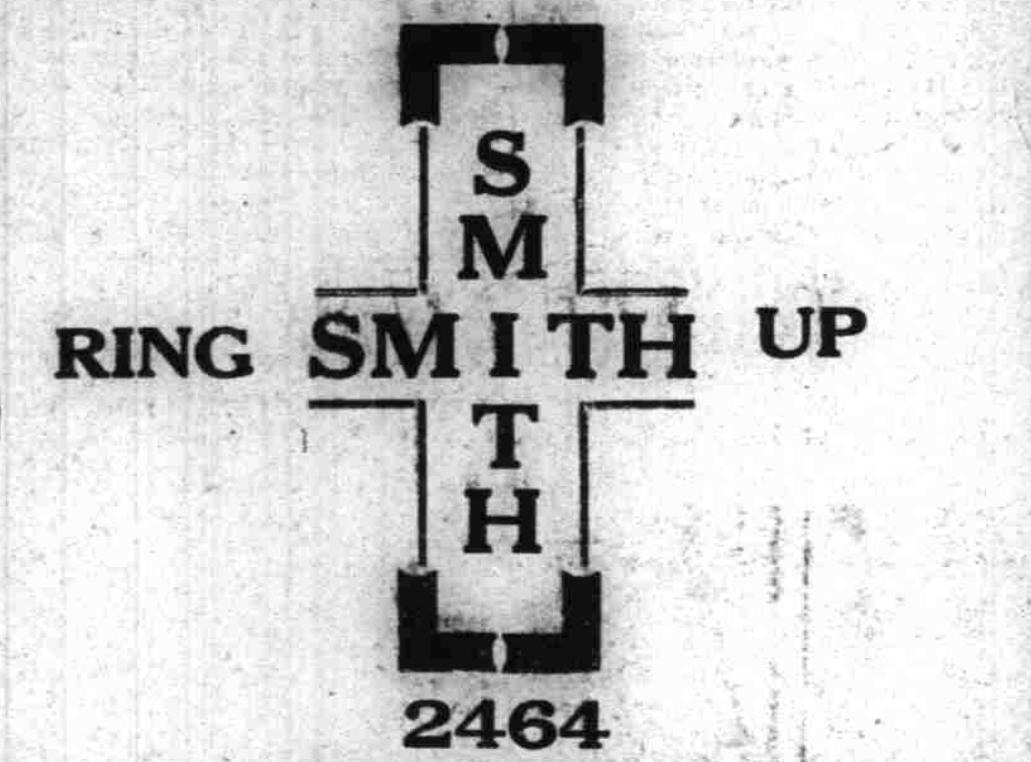
Captain Johnson would have been spared the succession of "farewells" had there not been a strike at the Newport News shipyard, delaying the completion of the vessel.

The Wilhelmina sailed for Hilo last evening, taking a delegation of prominent Masons and their friends. The vessel will return here on Tuesday morning following the loading of 5500 tons of sugar destined for coast refineries.

The forest fires which have been raging in Alaska destroying immense amounts of timber in the Chugach forest and others, are now under control.

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